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THIS IS UNEVALUATED INFORMATION

SOURCE Zarya Vostoka.

TBILISI HAS LARGE-SCALE CONSTRUCTION PROJECTS;
MANY STREETS REBUILT AND WIDENED

[Numbers in parentheses refer to appended sources]

Extensive construction work is done in Tbilisi by the "Tbilisstroy" City Construction Trust. At present, the trust is supervising 184 construction projects in the city. These include the embankment on the left bank of the Kura River, installation of water mains in suburban resort places, construction of rain pipes (livespuski) on Chakvinskaya ulitsa and in Vake, a building of the Institute of Physical Culture in Vake, apartment buildings on the embankment, on ulitsa Melikishvili, and many others.

The trust has begun production of slag blocks with local pozzuolana cement, as well as reinforced-concrete structures which are widely used by construction projects. Most of the projects in Tbilisi are using the services of the trust and being supplied with construction parts and materials.

Although much has been done by the trust, there is room for a great deal of improvement. Mechanization is still inadequate and high-speed construction methods are not being used sufficiently. The quality of the work could also be improved.

Reconstruction of ulitsa Melikishvili in Tbilisi was begun in the summer of 1949. This street was originally only 13 meters wide. It is an important thoroughfare connecting the city center with the new rayon, Vake, and with suburban resort places. In its former condition, it was unable to meet traffic requirements; during rush hours the traffic was tied up. The street has now been widened and asphalted. The streetcar tracks have been placed in the center of the street and have received a solid foundation. Rails of the so-called Moscow type were used, i.e., 18 centimeters high instead of the former 13-centimeter-high rails. The street has been widened from 13 to 30 meters. It is actually an entirely new thoroughfare. A number of new houses were built at the same time.

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The number of pedestrians, automobiles, streetcars, and busses passing through ulitsa Melikishvili has increased considerably since 1949, but there are no more traffic tieups. (1)

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Reconstruction of ulitsa Chelyuskintsev, especially the section of the street between Plekhanovskiy prospekt and the railroad station, was begun in the spring of 1950. This is one of the busiest streets in the city. The streetcar tracks have been moved and placed on a solid concrete foundation and the old rails were replaced with new ones. New water and sewer pipes were laid on both sides of the street. A drainage system for ground water has been built. Asphaltting of the street is almost completed.

The street has been widened from 17 to 28-30 meters. New attractive buildings have been built on this street, including apartment houses of the Ministry of Local Industry Georgian SSR and of the Civil Air Fleet. A general plan is now being worked out for the construction of a number of multi-storied apartment houses.

The railroad station building has been reconstructed and the square in front of the railroad station is to be widened in the near future. The section of ulitsa Chelyuskintsev between Plekhanovskiy prospekt and the bridge Chelyuskintsev will also be widened soon in connection with construction of the embankment on the left bank of the Kura River. (2)

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Shortly before the war, construction of the embankment on the left side of the Kura River in Tbilisi was begun. The work was resumed in 1947 and has been continuing with increasing speed. This is one of the most important construction projects in Tbilisi. Work is now in progress between the Marksa bridge and the Elkabidze bridge.

A 16-meter-wide parkway is to run along the river bank. A large new apartment house is to be built on the embankment between the Marksa bridge and the heat and power plant. In size and number of apartments, it will exceed the 100-apartment unit on the Square of Heroes of the Soviet Union (Ploshchad' Geroyev Sovetskogo Soyuza). Other houses are to be built on the embankment in the near future. (3)

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Ulitsa Baratashvili (formerly called Mukhranskaya ulitsa used to be one of the narrowest streets in the city center. It connected the right-bank city rayons with the left river bank. The old Mukhranskaya ulitsa was one of the first streets to be reconstructed. The street is now 35 meters wide and covered with asphalt. The streetcar tracks are laid in the center of the street on a concrete foundation. On the left side of the street, coming from Kolkhoz-naya ploshchad', the largest seven-story building in the city has been built; it extends almost along the entire length of the street and has a capacity of 84,000 cubic meters. The second section of this building is almost completed; it will house workers of the Ministry of Light Industry Georgian SSSR, of "Zakuglesnabsbyt" (Transcaucasus Office of Coal Supply and Sales), and "Gruz-shakhtoprojekt" (Georgian Trust for Planning of Mining Enterprises). This is one of the best-looking buildings in the city. A similar building is to be built on the right side of the street. (4)

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Gram-Gele is a newly developed district of Tbilisi, which extends from Magnitogorskaya ulitsa to the Tbilisi Tea-Processing Factory in Avchala. During the past 20 years, Gram-Gele has changed beyond recognition and has become an important industrial district. Local plants and factories produce large turning lathes and bolt-cutting lathes for the industry of the entire USSR, as well as plastic products, knitwear, wearing apparel, upright pianos, bricks, construction blocks, and marble slabs. There are also repair plants for electric locomotives and automobiles.

Building is continuing in the new district. There is a block of large apartment buildings for workers of the Plant imeni Kirov. The main thoroughfare crossing Gram-Gele is a continuation of Sovetskaya ulitsa, the longest street in Tbilisi. New residential city blocks are being built near the Tbilisi Locomotive Repair Plant, near the brick and concrete-block combine of "Zakmetallurgstroy" (Transcaucasus Metallurgical Construction) Trust, and near other plants and factories. A new streetcar line will soon be built from Magnitogorskaya ulitsa to the tea-processing factory and the champagne combine. This will connect Gram-Gele more closely with the city. (5)

Great changes have taken place on prospekt imeni Plekhanov, one of the central streets of Tbilisi. New large buildings have been erected on this street. At the intersection of prospekt imeni Plekhanov and ulitsa Mardzhanishvili, which is the busiest traffic center, a large new square has been built in place of the former narrow thoroughfare. The square is surrounded by impressive multistoried buildings. The two new buildings situated at opposite sides of the square form an architectural unit, creating an impression of height and width. These two large buildings determine the future plan for the reconstruction of the square. The largest and most modern hospital of the city is to be built on one of its corners. A large apartment house is under construction next to the park of the Officers' Club (Dom Ofitserov). Prospekt imeni Plekhanov is well known for its large number of parks and gardens.

The trolley-bus line runs down the entire length of the street. There are busses, taxicabs, and two streetcar lines on the parallel side streets, which provide convenient transportation to this part of the city. (6)

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The part of Tbilisi called Saburtalo was until recently an undeveloped area with few small dwellings. During the past few years, this city suburb has changed fundamentally. Large impressive buildings have been erected in this area. Here are located the Tbilisi Institute of Railroad Transport Engineers, the Scientific Research Institute of Bacteriophage, and the medical center. Construction of large buildings for the Polytechnical Institute and the Metallurgical Tekhnikum is almost finished. Buildings of the Academy of Sciences Georgian SSR will be located in Saburtalo.

The largest garages of the city are found on Saburtalinskaya ulitsa. A repair plant for passenger automobiles is to be built in this vicinity. A bus terminal will be built near the Square of Heroes of the Soviet Union.

Construction in Saburtalo is continuing. "Gruzneft" is building a new apartment house in the same architectural style as the 100-apartment house on the Square of Heroes of the Soviet Union; another apartment house is being built for scientific workers.

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A special zone in Saburtalo has been apportioned to individual home builders. The section of Voyenno-Gruzinskaya doroga between Akhmet'skaya ulitsa and the Institute of Bacteriophage is now being widened and asphalted. A new asphalt road for trolley busses and busses is being built to the Medical Center.

Saburtalo has long been called the gateway to Tbilisi. Here ends the Voyenno-Gruzinskaya doroga, which connects Georgia with the North Caucasus. (7)

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The Square of Heroes of the Soviet Union is one of the most attractive areas of Tbilisi. Especially outstanding is the 11-story, 100-apartment building on this square. Opposite it is the monumental building of the circus, one of the largest and best-equipped in the Soviet Union. Next to the circus, a new four-story building of a silk-weaving factory is nearing completion. The whole area is planted abundantly with trees.

In the next few years, new buildings are to appear on this square, including a settlement of the Academy of Sciences Georgian SSR. The Square of Heroes of the Soviet Union is to be connected by a direct street with the district of Vake. (8)

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Much construction is in progress on ulitsa Brdzola in Tbilisi. The "Sovetskaya Gruzija" Cloth Factory has been built on this street. Other industrial buildings and a large settlement of apartment houses have grown up around the factory. New multistoried school buildings have also been built on this street, one for 880 and the other for 440 children. A number of enterprises of the food industry are under construction, including a chocolate factory, a meat and dairy combine, and a mechanized bakery. Large warehouses and workyards of many construction organizations have been put into operation in this vicinity.

During 1949, the street was asphalted as far as the streetcar stop of the cloth factory. In 1950, the section connecting ulitsa Brdzola and Magnitogorskaya ulitsa was asphalted and developed. In this way, the two industrial districts of Leninskiy and Stalinskiy rayons have been connected.

In the near future, construction of the Digomskiy bridge will begin at the end of ulitsa Brdzola. This bridge will establish a direct connection between Voyenno-Gruzinskaya doroga and the left-bank and right-bank city areas. (9)

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SOURCES

(All sources are from Zarya Vostoka, on dates indicated)

1. 16 Sep 50
2. 17 Sep 50
3. 19 Sep 50
4. 21 Sep 50
5. 22 Sep 50
6. 24 Sep 50
7. 30 Sep 50
8. 5 Oct 50
9. 22 Oct 50

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